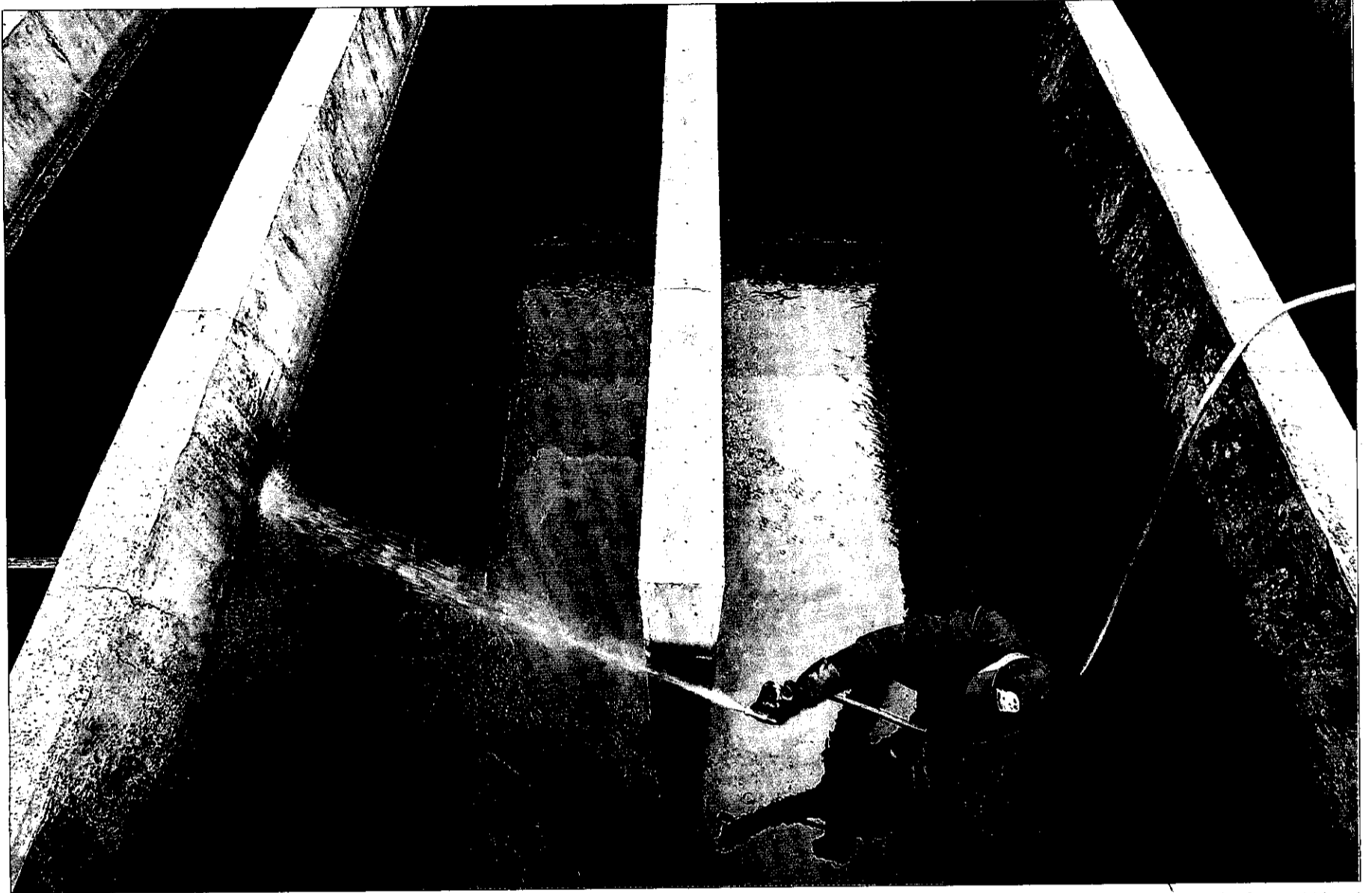


# Expanding plants



A.J. Wolfe/The Commercial Appeal

Wayne Bates cleans a contact chamber used to clean sewage at the Collierville Wastewater Treatment Plant on Shelton Road. Bates has worked there 21 years.

## Two big projects to be built to help bacteria clean sewage

By TOM BAILEY JR.

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What requires 175 construction drawings and about 1,000 pages of construction specifications?

The largest capital improvement project in the Town of Collierville's history.

The town this week submitted to the state for its review plans for the \$18 million project to expand the Northwest Wastewater Treatment Plant.

And the town's engineering consultant is about 40 percent finished creating construction plans for the \$6 million improvement to Shelton Road Wastewater Treatment Plant.

The town this summer will borrow \$26 million through the issue of revenue and tax bonds.

Public Services expects to advertise the work and open bids by late summer.

The combined projects will double

what was previously the town's largest capital project, the \$13 million construction of the Northwest treatment plant eight years ago.

The \$26 million will buy more treatment capacity to handle the town's booming growth, and also better, more efficient treatment, said Public Services Director Bill Kilp.

Generally, the Northwest plant treats all the wastewater from the west side of town — west of Byhalia Road — and the 25-year-old Shelton Road plant handles sewage coming from east of Byhalia.

The Northwest project not only will increase that plant's treatment capacity from 3 million gallons a day to 6 million gallons, it will change the way the wastewater is treated.

The plant off Wolf River Boulevard now uses an aerated lagoon system.

That's a less expensive way of letting billions of bacterial organisms clean the water by eating the sewage over nine days.

But that system requires a lot of

land.

"As the town grows, it outgrows the ability to use aerated lagoons," Kilp said.

The town will replace the aerated lagoons at Northwest with the same type of system it operates at the Shelton Road plant in northeast Collierville: oxidation ditches.

The oxidation ditch system also uses bacterial organisms to remove suspended solids from the water, but also clarifiers, chlorine and ultraviolet light.

The Northwest project is scheduled to be finished by spring 2008.

The smaller, Shelton Road plant project should be finished by fall 2007.

The Shelton Road work will replace the existing clarifiers with two, larger circular clarifiers.

Now, Shelton disinfects the water through a combination of chlorine and ultraviolet light.

The project will change the disinfection system to 100 percent ultraviolet light and eliminate the

chlorine.

The plant's 25-year-old control and electrical systems will be replaced, too. If necessary, plant managers will be able to operate both Shelton and Northwest by computer from anywhere.

The work will not increase Shelton's existing capacity to treat 3.5 million gallons of wastewater a day. But the project will make the plant more efficient and better able to cope when heavy rains send higher volumes of water into Shelton, Kilp said.

What he wants now are a lot of qualified construction companies willing to bid.

"We are striving to make the project known to any of the qualified contractors in this business," Kilp said.

"It's not like building a shopping center," he said.

"There's a lot of concrete, lot of controls, lot of piping and some buildings, lot of grading and earthwork, lot of specialty equipment."

— Tom Bailey Jr. 529-2388

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**McKenzie speaks  
at Cleveland St.**

CLEVELAND - Cleveland State Community College will host a presentation by Dr. Sandy McKenzie on Wednesday, April 5, at 10 a.m. in the Coleman Community Services Building.

McKenzie's presentation, "Being the Best You Can Be," is open to Cleveland State students, faculty and staff and area high schools.

McKenzie helps people to "...identify truth and strengths, realize potential, pur-

pose and goals, build discipline, healthy self-respect, positive attitudes and better communication. Results are renewed living, better relationships, confidence and credibility, joy and peace."

The event is jointly sponsored by the Cleveland State Business and Adult Services departments. For more information, contact Cele Curtis at (423) 473-2393.

## **THP conducts checkpoints**

The Tennessee Highway Patrol will be

conducting driver's license roadside safety checkpoints in McMinn County this week.

## **Street closing announced**

The Athens Public Works Department has announced a street closing.

The area affected is Forrest Avenue from Madison Avenue to Ingleside Avenue, and the closing will be in effect from Monday, April 10, at 7:30 a.m. until Friday, April 14, at 5 p.m.

The purpose of the closing is for the Athens Utilities Board to relocate a sewer line.



# Storms point to need for better construction

Many Tennesseans unfortunately learned firsthand this week what happens when a tornado touches down in their hometown.

In an ideal world, such a storm would have no effect on buildings or a city's infrastructure, passing through without damage or loss of life. But we don't live in an ideal world. Emergency officials say tornadoes claimed the lives of at least 23 people and injured dozens of others in northwest Tennessee as a line of severe storms swept across the state over the weekend.

While there is practically nothing that we can do to change the weather, we can change the way communities and their supporting infrastructure are planned and designed. Better construction and planning could mean that intense rainfall or strong winds would have little impact on communities. Achieving this goal would require better education of the public, government officials, and professionals involved in the planning, design and construction of our communities.

Over the last 35 years, the costs of weather-related disasters across the United States have at least doubled each decade. Meeting this threat requires more research on how to build

better infrastructure to withstand severe weather. Increased population and wealth place the United States at greater risk than ever before.

Will we see another weather system like the one this past weekend? It's possible, even probable. Will we be better prepared? That, of course, is entirely up to each of us.

While the damage storms do continue to cost more than ever before, weather predictions are becoming more and more accurate each year, making forecasts and severe weather warnings more useful to the average citizen.

Knowing what such storms can do should make local and state governments reconsider and improve construction standards and the siting of structures in ways that will tend to minimize wind or water damage.

And, finally, it is up to every community to carefully plan protocols for responses that will mitigate impacts of such storms, particularly the flooding which often accompanies them.

In the end, a natural disaster, such as the one suffered this week, can be turned into an opportunity for communities to rebuild while reducing their vulnerability.

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<sup>321</sup>  
**Airport Authority Told  
 To Hire Archeologist  
 To Study Old Cemetery**

**Plans Are To Use  
 Ground-Penetrating  
 Radar For Project**

By **BILL JONES**  
 Staff Writer

The Greeneville-Greene County Airport Authority was told Monday that it must hire a private archeological firm to determine the boundaries of an overgrown cemetery that may lie in the path of a planned runway realignment project.

The Airport Authority has proposed an expansion project that envisions realignment of its runway to eliminate a "hump" that causes a line-of-sight problem for pilots while aircraft are on the ground.

Phillip Ottinger, of the

Vaughn & Melton engineering firm, told the Airport Authority members that he had learned from the state archeologist that the Authority will have to hire a private archeologist to study the cemetery site and determine its boundaries.

"There is no question that a cemetery is there," Ottinger said. "The only question is whether it is 50-feet by 50 feet or 150-feet by 50-feet."

Ottinger said he would seek bids from "at least three" archeologists who are on a list approved by the Tennessee Department of Transportation.

Asked later in the meeting by Airport Authority member

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**Airport**

Starts on Page A-1

Janet Malone how much the archeological work might cost, Ottinger estimated the cost at \$7,500 to \$8,000.

Ottinger said he was in the process of developing a "scope of work" for the archeologist to follow.

Initially, Ottinger said an archeological firm likely would bring in a backhoe to scrape away the vegetation covering the cemetery site so that the locations of individual graves can be determined.

But after Airport Authority members said they feared a backhoe might cause too much damage to the cemetery, Ottinger said he would seek quotes involving the use of "ground-penetrating radar" to determine the location of graves within the cemetery.

"You would damage the area if you went in with a backhoe," said Airport Authority member John Carter.

Later in the discussion, Ottinger said he has not been contacted by relatives of anyone believed to be buried in the small cemetery.

Dr. Don Henard, Airport Authority chairman, noted that some graves there may be as much as 150 years old.

"What I will do is ask them for a proposal for doing it with ground-penetrating radar," Ottinger said.

He also told the Airport Authority that he hopes the archeologist's report about the cemetery could be ready in time for the authority's May meeting.

Should it become necessary to relocate the cemetery, he said, it likely will cost about \$1,000 per grave to move the cemetery, plus the cost of heavy equipment.

The best option for relocating the cemetery, he said, would be to move it to another location on the same property.

**Invoice Payment Delayed**

Also during the meeting,

the Airport Authority voted to delay, until the group's next meeting, action on payment of invoices from Vaughn & Melton related to fuel farm, ~~fencing and taxiway crossover projects at the airport.~~

Dr. Henard read a list of invoices, noting that several dated back to May 25, 2005. Henard, who was appointed to the authority last November, said he was not sure whether some of them could have previously been paid.

He also noted that he had received another invoice from Vaughn & Melton for work done on the airport expansion project's environmental assessment, Chairman Henard questioned whether the work was actually 95 percent completed.

"With all the archeology stuff yet to be done, I'm not sure we're at 95 percent," Dr. Henard said.

But Ottinger replied that the archeology work would be a "change order" to the original environmental assessment and noted that he felt the original environmental assessment was, in fact, 95 percent finished.

"The only thing we lack in putting in all the (already received public) comments and putting in the archeologists report (after it is received)," Ottinger said. "I do think we are at 95 percent on the original environmental assessment. But that's your call."

**Assessment Missed Cemetery**

Dr. Henard noted that the "main problem" he had with the environmental assessment was that the authority was obligated to pay "nearly \$50,000" for the assessment and that the existence of the cemetery had not been listed in the environmental assessment report.

"In my way of thinking, this cemetery should have been picked up before we had the public hearing and it was brought to our attention by some of the residents in the area," Dr. Henard said.

Ottinger replied that "going back and looking at it today,"

he agreed with Henard.

But he said that when the environmental assessment was done several years ago, former Airport Manager Mike Roberts and others drove around the area looking for the cemetery and did not locate it.

"There had been rumors of a cemetery since the 2002 work (was done), but they did look for it back in 2002 and ... did not find it," Ottinger said.

"I'm not trying to be critical of you," Dr. Henard replied to Ottinger. "This predates you just like it does me. But we have residents from the Kingsport Highway area that have shown us where it (the cemetery) is."

"It is difficult for me to understand how an engineering firm that knew, or was told, there was a cemetery in the area did not do more than just ride around in a car looking for it."

Henard said he did not "want to beat this dog to death," before calling for a motion regarding payment of invoices.

Airport Authority member Gary Rector made a motion to delay action on the invoices until the authority's next meeting so that Dr. Henard could ensure that none of the invoices had been previously paid.

**25 Hangars Rented**

In other action during the meeting, Pam Smead, of Greeneville Aviation, the airport's fixed-base operator, told Airport Authority members that a total of 25 of the airport's new T-hangars have been rented.

Discussions, she said, are ongoing with several other prospective hangar renters.

Smead also questioned why several "large holes" had been left unfilled in the area of a new fence installation project at the airport.

In addition, she noted that a gate near the Landair Transport hangar had been left open for some time and asked that action be taken to secure it.

Engineer Ottinger said the gate was to be replaced by a new gate as part of "Phase II" of the airport fencing project.

**The Sunday News**

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**18 new hangars planned for  
Tullahoma Regional Airort**

Tullahoma real estate developer Joe Lester this week released detailed plans for an 18-hangar development to be constructed at Tullahoma Regional Airport.

In June of last year, Lester approached the Tullahoma Airport Authority with a proposal to construct 10 hangars that would be available for long-term lease.

Lester said he was planning on investing between \$400,000 and \$500,000 in the project, which he believes will attract additional business to the airport.

This week, Lester said the plan has been expanded

to 18 hangars.

Construction could start in 45 to 60 days and will be done all in one phase.

"I'm just waiting for the final bid and we're ready to go," Lester said.

The project will include two rows of hangars facing each other at right angle to Airpark Drive on a two-acre tract between the airport and Deutsch. On the right will a single unit of five 50x40-foot hangars and a separate six-unit complex of 40x40-foot hangars. On the left, after an 18-space parking area, will be a seven-unit complex of 30x40 hangars.